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INDIA, AUSTRALIA, &c. and for  
PRIVATE RESIDENTS AT THE  
OFFICE  
A Comprehensive and Complete  
Record of the FAR EAST  
is given in the  
HONGKONG WEEK  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857

No. 15,815. 號五十八百八千五第 日三初月二十年四十三緒光 HONGKONG, FRIDAY, DECEMBER 25TH, 1908. 五拜禮 號五十二月二十年八零百九千一英港香 PRICE, \$3 PER MONTH.

## TOM SMITH'S CRACKERS

OF THE FINEST QUALITY IN  
GREAT VARIETY.  
SPECIAL DESIGNS FOR TABLE  
DECORATION.

A. S. WATSON & CO.,  
LIMITED,  
ALEXANDRA BUILDINGS.

NEW SEASON'S MODELS

## BABY GRANDS

AND

## UPRIGHT

## GRANDS

BY

BLUTHNER, STECK,

RACHELS, IBACH,

PLEYEL, ETC., ETC.

SOLE AGENTS:

S. MOUTRIE & CO.,  
LIM TED.

Hongkong, 1st October, 1908. [a1375-3]

GREEN ISLAND CEMENT COMPANY

### PORTLAND CEMENT

In Casks 375 lbs. net \$5.50 per cask ex Factory.  
In Bags 250 lbs. net \$3.45 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.  
F. DOMBALE, Proprietors.

PEAK TRAMWAYS COMPANY

### LIMITED

### TIME TABLE

#### WEEK DAYS

7.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 1 hour.  
SUNDAYS  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 30 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong, 9th May 1907. [a1374]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 186

BRANDY	★★★★	Per Case.	\$22.50
"	★★★		20.00
"	★★		17.00
WHISKY, PALL MALL			20.00
" JOHN WALKER & SONS			
" OLD HIGHLAND			12.50
" C. P. & CO'S SPECIAL			
" BLEND			10.50
PORT WINE, INVALIDS			20.00
" DOURO			13.50
SHERRY, FINE SUPERIOR			14.75
" LA TORRE			16.00
" OLD EAST INDIA			18.50
" AMOROSO			20.00
" ROYAL AMONTILADO			23.00
" OURILO SOLERA			26.50
BENEDICTINE D.O.M.		Qts. 40.00. Pts. 42.00.	

THE ABOVE ARE EXCLUSIVELY SHIPPED TO  
SIEMSEN & CO.  
HONGKONG AGENTS.

## LANE, CRAWFORD & CO.

### XMAS PRESENTS

### CHOICEST PERFUMES

IN OIL, GLASS BOTTLES IN ELEGANT CASKETS.

### ARTISTIC BOXES

OF CHOCOLATES AND CONFECTIONERY.

A CHOICE ASSORTMENT OF

### INEXPENSIVE PRESENTS

SUITABLE FOR

### WHIST AND BRIDGE PARTIES

DRESDEN WARE, TERRA COTTA FIGURES.

CLOCKS, PHOTO FRAMES, &c.  
TOYS, DOLLS, GAMES, &c.

## LANE, CRAWFORD & CO.

Hongkong, 15th December, 1908. [a152]

### 司公木興昌商英

THE PACIFIC COAST LUMBER MILLS, LTD.  
VANCOUVER, BRITISH COLUMBIA, CANADA.

MANUFACTURERS OF

### DOUGLAS FIR (OREGON PINE)

### TIMBERS

DOCK-YARDS: DOCKING, SHEATHING, TIMBERS, SPARS, &c.  
RAILWAYS: SLEEPERS, TIMBERS, PELES AND CAR-STOCK.

Shipments made direct from our Saws to the Consumer in South China.  
THOS. W. KYDD, Oriental Representative,  
Office No. 30, Prince's Buildings, Opposite King Edward Hotel,  
Telephone 373. Hongkong, 14th November, 1908. [a1555]

## WATKINS LIMITED,

CHEMISTS AND DRUGGISTS.

HAVE JUST UNPACKED A FINE ASSORTMENT OF HIGH CLASS  
CHOCOLATES AND CONFECTIONERY

CADBURY'S CHOCOLATES, IN TINS ASSORTED.  
ROWNTREE'S CHOCOLATES, IN BEAUTIFUL FANCY BOXES.  
PASCALL'S SWEETS, IN BOTTLES.  
CRACKERS, IN GREAT VARIETY.

OUR STOCK IS LARGE AND WORTH SEEING.  
COME EARLY, BUY EARLY, YOU GET A BETTER PICK.

## WATKINS LIMITED,

THE APOTHECARIES HALL,

31, Queen's Road Central.  
Hongkong, 5th December, 1908. [a1918]

## CHAMPAGNES.



POMMERY & G. REIMS.  
BOLLINGER & CO.  
GIESLER & CO.  
POL ROGER.  
LANSON PERE ET FILS.  
DUC DE MONTBELLLO.  
TIBOT & CO.  
PAUL DOUMMIER & CO.  
LOUIS RENU.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

Hongkong, 12th December, 1908. [a34]

A POWERFUL  
DISINFECTANT



AND  
GERMICIDE.

## PULICIDE.

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC.  
BY DESTROYING FLEAS, MOSQUITOS AND ALL NOXIOUS INSECTS  
AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY  
DEPARTMENT, HONGKONG, AND USED BY THE  
GOVERNMENT OF INDIA.

CHEAP. HARMLESS. CONVENIENT.  
EFFECTIVE.

DIRECTIONS.—A teaspoonful (quarter pint) to be added to a pailful (three gallons) of water.  
To be used for washing floors, clothes, utensils, etc., etc.

## A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.

CHEMISTS BY APPOINTMENT TO

HIS EXCELLENCY THE GOVERNOR.

TRADE MARK.—The GOLD MEDAL for Quality in the  
Franco-British Exhibition has been awarded to  
this Whisky.



## "WHITE HORSE" WHISKY.

LANE, CRAWFORD & CO.  
SOLE AGENTS.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
will be refused supplies.

## BREWER & CO., LIMITED.

PEPPER STREET—Adjoining Main Entrance HONGKONG HOTEL

TELEPHONE, No. 696.

### NEW COLONIAL NOVELS; \$1.75 EACH OR 3 FOR \$5.

Interplay, by Beatrice Harridon.  
The Forbidden Boundary, by B. L. Putnam.  
Lepia Band, by Mary Johnston.  
A Set of Six, by Joseph Conrad.  
The Diva's Ruby, by F. Marion Crawford.  
The Ghost Kings, by Rider Haggard.  
Sixty-nine Burnan Road, by W. Pett Ridge.  
Salford, by W. W. Jacobs.  
The History of the Australian Bushrangers,  
by George E. Baxall.  
Love and the Interloper, by Frankfort Moore.  
The Moth and the Flame, by Alice Mand  
Meadows.  
The Virgin in Judgment, by Eden Philpotts.  
Mirage by E. Temple Thurston.  
The Forthright Boundary, by B. L. Putnam.  
The Great Miss Driver, by Anthony Hope.  
By Faith Alone, by Rene Bazin.  
The Hate of Man, by Headon Hill.  
The War in the Air, by H. G. Wells.  
The Altar Stairs, by G. B. Lancaster.  
The Angel, by Guy Thorne.  
The Climber, by E. P. Benson.  
The Ancient Law, by Ellen Glasgow.  
Mr. Saffrey's Disciple, by L. Perry Truscott  
AND MANY OTHERS.

## SHACKELL'S

"SEAL" RED PRINTING INK  
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO. LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786

HEAD OFFICE.—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.  
Hongkong, 16th October, 1907. [a1528]

When you ask for  
**BOVRIL**  
do not take a cheap imitation.  
BOVRIL is all beef and is a  
standardised strength-giving  
food.  
Always have BOVRIL handy.  
By Royal Warrant to  
His Majesty the King.

## HOTELS.

### HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a1475]

### "KINGSOLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACKENZIE ROAD.  
Telephone No. 134.  
Telegraphic Address: "SACHSOLA."  
A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHSE.

### "BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns. Large airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to—Mrs. F. W. WATTS.  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a140]

### PRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS.  
"CLAREMONT"  
2, & 4, KENNEDY ROAD.  
Hongkong, 9th February, 1907. [a1326]

### ORIENTAL HOTEL.

TELEPHONE 197.  
No. 2, QUEEN'S ROAD CENTRAL.  
Mrs. M. MATTHEW, Proprietress.  
A thoroughly First-Class and Up-to-Date Hotel.  
Large and Airy Rooms, affording every comfort  
to Residents and Tourists.  
Table D'Hote at Separate Tables.  
MODERATE RATES.  
Telegraphic address: "Comfort," Hongkong.  
For Particulars, apply to  
M. MATTHEW, Proprietress.  
Hongkong, 5th October, 1908. [a1268]

### VICTORIA HOTEL

SHAMEN-CANTON.  
MANAGER—MR. H. HAYNES.

Telegraphic address: "VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

### MACAO HOTEL.

MACAO.  
MANAGER—MR. H. N. BEAUBAIRE.  
Telegraphic address: "FARMER, MACAO."  
SITUATED IN THE CENTER OF PRATA GRANDE  
Both roads electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every Information and Special attention given  
to Tourists.

### REASONABLE RATES.

WM. FARMER, Proprietor.

### "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
yearning to visit the historical and picturesque  
city of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (a.s. Sun An and Sun To) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
"Boa Vista" BOATYATA.  
For Terms, apply to  
THE MANAGER.











## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business notices to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

## THE Steamship

"CARNARVONSHIRE" will be despatched for the above Ports about end of January, 1909. For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 25th December, 1908. [1695]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"ASSAYE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex "Victoria." From Australia, &c., ex "Maldavia." From Persian Gulf, ex B. I. S. N. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 24th December, 1908. [1]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MID-LESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

"SANUKI MARU" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 10 a.m. To-day. Goods not cleared by 31st Dec., will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 24th December, 1908. [1696]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Epitomes of the Week's News. Leading Articles: The Proposed New Peak Tramway. Mr. Roosevelt. Portugal and China. Christmas. Random Reflections. Hongkong News. Sanitary Board. Government House. Hongkong General Chamber of Commerce. Supreme Court. Canton News. St. Joseph's College Prize Distribution. The Textile Industry of Bombay. Commercial. Shipping. Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies. Subscription: \$12 per annum, payable in advance; postage \$2. Hongkong, 23th December, 1908.

## MR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY, 33, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [1261]

## SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1327]

DAVID CORSE & SON'S

MERCHANT NAVY, NAVY BOILED, LONG FLAX, RELIANCE CROWN, TARPULING, ARNOLD, KARBURG & CO. Sole Agents. 1674]

## INTIMATIONS

## CHRISTMAS HOLIDAYS.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (FRIDAY) and TO-MORROW (SATURDAY), 25th and 26th inst. Hongkong, 22nd December, 1908. [1682]

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## CHRISTMAS HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (FRIDAY) and TO-MORROW (SATURDAY), the 25th and 26th December respectively. By Order, A. R. LOWE, Secretary. Hongkong, 23rd December, 1908. [1683]

## NOTICE.

## KOWLOON-CANTON RAILWAY.

DELAY and INCONVENIENCE in the Progress of the Railways and Danger to the Public has resulted from the large number of Visitors especially to the BEACON HILL TUNNEL. The Public are therefore informed that Permits must be obtained from the undersigned to visit the Tunnel. These will be issued on application whenever possible and arrangements made for the safety and convenience of Visitors. GRAVES W. EVES, Chief Resident Engineer. Kowloon, 19th December, 1908. [1679]

IRON GRIT, Round or Angular for Stone sawing, dressing and polishing. Also all other kinds of abrasives for stone working. EDWARDS, MACDOUGAL & Co., 180, West Regent Street, GLASGOW, Scotland. Buying Agents Wanted. [1611]

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady. Apply by letter to— B. B., Care of "Daily Press" Office. Hongkong, 13th November, 1908. [1371]

## CHRISTMAS IS COMING.

## HOOSAIN-ALI &amp; CO.

WILL MAKE THE LADIES OF HONGKONG A GENEROUS OFFER FOR ONE MONTH ONLY.

20 PER CENT. DISCOUNT, On previous CHEAP SALE PRICES. A Large and Varied Assortment of Everything Requisite for Ladies' Wear. CALL EARLY.

## HOOSAIN-ALI &amp; Co.

No. 14, Queen's Road Central. Hongkong, 18th December, 1908. [651]

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost. TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. May be seen by appointment. CHINA EXPRESS CO., 5, DUNDRELL STREET. Hongkong, 28th November, 1908. [1050]

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, Hume Lodge Street, (2nd Street, west of Central Market) Telephone No. 515. [660]

## XMAS GIFTS

## CAMERAS

OF LATEST AND UP-TO-DATE STYLE. Inspection cordially invited.

## A TACK &amp; CO.

26, DES VUEX ROAD, CENTRAL. Hongkong, 27th November, 1908. [81]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1448]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at 86, 87 and 87.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety. Inspection invited. W. M. SCHMIDT & Co. Hongkong, 26th October, 1906. [1445]

AUTOMATIC BROWNING POCKET PISTOLS. CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [42]

AUTOMATIC MAUSER PISTOLS. CALIBRE 7.65 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & Co. Agents. Hongkong, 13th March, 1907. [535]

## AUCTION

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of December, 1908, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Fo Pang, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY the KING, for one further term of 75 years. [1685]

## PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measurements	Area	Annual Rent	Upset Price
1	Lot 1, Fo Pang, Kowloon	180' x 100' x 100' x 100'	1.8000	230	5,500

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO., Agents. Hongkong, 5th September, 1908. [114]

NATIONAL GENERAL INSURANCE COMPANY, LTD., OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & Co., Hongkong, 14th November, 1908. [1566]

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co., Hongkong, 13th August 1906. [23]

NORTH BRITISH AND MEROAN FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 21st July, 1908. [1019]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stocks will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908. [43]

## SANG MOW.

BAITAN AND GRASS FURNITURE MAKER. CHAIRS, TABLES, SETTEES & LONG CHAIRS. BAMBOO BLINDS, MATTINGS in all colours on Sale. All Orders receive Prompt attention. 59A, QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 20th February, 1908. [461]

## TO LET.

ROOMS in HOTEL MAJORS, suitable for Offices or Chambers. Apply to— HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 11th November, 1908. [1550]

FURNISHED. THE BLUFF, No. 107, Peak. 5-Bedroomed Bungalow with Tennis Court. March to July, \$200 a month inclusive. Apply— I. GIBBS, Beaconsfield Arcade. Hongkong, 14th November, 1908. [1657]

GODOWN, No. 5A, DU DELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1908. [823]

TO LET. GODOWN in Wanchai 100 by 50, \$85 per month; also open air space adjoining 125 by 100. Apply to— Box 1012, Care of "Daily Press" Office. Hongkong, 11th December, 1908. [1655]

TO LET. OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.) Apply to— THE COMPAGNIE DEPARTEMENT, E. D. SASSON & CO., Queen's Road Central. Hongkong, 10th June, 1908. [947]

## TO LET.

FROM 1st MARCH, 1909, a FURNISHED HOUSE at No. 1, Gough Hill, the Peak. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1908. [1601]

## TO LET.

A BERTHOLWYN, PEAK ROAD, from 1st March next. Excellently furnished. Hot and Cold Water laid on. Tennis Court and Swimming Bath. Apply to— HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 6th October, 1908. [1372]

## TO LET.

"CRAGSIDE" BARKER ROAD, PEAK. Furnished, from 17th March, next. Apply— A. H. SKEELTON, Lane, Crawford & Co. Hongkong, 23rd November, 1908. [1597]

## TO LET.

STORAGE. FOR COAL, TIMBER, &c. TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply— GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906. [84]

## TO LET.

NO. 14, SEYMOUR TERRACE. Possession from 1st January, 1909. Apply to— THE COMPAGNIE DEPARTEMENT, Messrs. GIBB, LIVINGSTON & Co., St. George's Building. Hongkong, 2nd December, 1908. [1634]

## TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply— SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. [91]

## TO LET.

COAL YARD. Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot, No. 42, Wanchai, Praya East. Apply to— N. MODY & CO. Hongkong, 23rd July, 1908. [1342]

## TO LET.

"FUNG-SHUI" 421, PLANTATION ROAD THE PEAK. This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry. Servants' Quarters, Post Office, Large Vegetable Garden (planted with English seeds) Flower Garden and Lawn. For further particulars apply to— JOHNSON, STOKES & MASTER, Solicitors. 8, Des Vaux Road Central. Hongkong, 6th November, 1908. [1536]

## TO LET.

GODOWN, No. 97, PRAYA EAST. Apply to— CHATER & MODY, Victoria Buildings. Hongkong, 19th October, 1908. [1452]

## TO LET.

A HOUSE in WONG NEI CHONG ROAD. A HOUSE in RYAN TERRACE. No. 10, DES VUEX ROAD CENTRAL. 1st Floor. "HATFIELD" Road. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST. BLUE BUILDINGS and 15B, Des Vaux Road. Next to the HONGKONG HOTEL. ELATS in MONTROSE TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1908. [86]

## TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, Opposite Murray Pier. Apply to— SCHULTZ & CO. Hongkong, 28th July, 1908. [1013]

## TO LET.

FROM 1st MAY. KOWLOON MARINE LOT 48, YAMATI. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1908. [221]

## TO LET.

NO. 52, CAINE ROAD. Apply to— SAM WANG CO., LTD. 81, Queen's Road Central. Hongkong, 30th September, 1908. [90]

## TO LET.

2, BEACONSFIELD ARCADE, facing the Parade Ground. A 6-ROOMED HOUSE. Furnished or Unfurnished at the Peak. No. 2, CAMERON VILLAS. Furnished 61 Peak, from end of March, 1909. No. 55, ELDON TERRACE. BEACONSFIELD ARCADE. Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL. First & Top Floors, (over Calbeck MacGregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD. A GODOWN in Duddell Street. Apply to— LINDSAY & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 24th December, 1908. [89]

## BANKS.

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP... \$7,500,000. HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN. BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Yankow, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEBENHUNDLUNG (PREUSSISCHE STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLSCHAFT. GESELLSCHAFT. DEUTSCHE BANK S. BLEICHROEDER. BERLINER HANDELS-GESELLSCHAFT. BANK FÜR HANDEL UND INDUSTRIE. ROBERT WARSCHAUER & CO. MENDELSSOHN & Co. M. A. VON BOITSCHEID & SOHN. JACOB S. H. STERN. NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR., & Co., Koenig. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT. DIRECTION DER DISCONTO-GESELLSCHAFT. INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN, Manager. Hongkong, 4th December, 1907. [24]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON. PAID-UP CAPITAL... \$1,200,000. RESERVE FUND... \$1,525,000. RESERVE LIABILITIES OF PROPRIETORS... \$1,200,000. INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 " JOHN ARMSTRONG, Manager. Hongkong, 14th May, 1908. [115]

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL... \$1,500,000. SUBSCRIBED... \$1,125,000. PAID-UP... \$625,000. RESERVE FUND... \$210,000. BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits: For 12 months... 4 per cent. For 6 " 3 " For 3 " 2 " EVAN ORMSION, Manager. Hongkong, 23rd April 1908. [23]

THE NEDERLANDSCHE HANDELS-MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824. PAID-UP CAPITAL FL. 45,000,000 (£5,750,000). RESERVE FUND FL. 5,762,884.84 (about £479,407). HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. BRANCHES AND AGENCIES: Tokyo, Kobe, London, Lyons, Nagasaki, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Calcutta, Tientsin, Peking, Nanchang, Dalny, Port Arthur, Antung, Liyang, Mukden, Tientsin, Cheong Chuan.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On Fixed deposits for 12 months 5 per cent. " " " 6 " 4 " " " 3 " 3 " TAKEO TAKAMICHI, Manager. Hongkong, 12th September, 1908. [524]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824. PAID-UP CAPITAL FL. 45,000,000 (£5,750,000). RESERVE FUND FL. 5,762,884.84 (about £479,407). HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. BRANCHES AND AGENCIES: Rangoon, Samang, Sourabaya, Cherbon, Tegal, Peking, Pascoeran, Tientsin, Padang, Medan (Deli) Palembang, Kotabadi, (Achion) Bandjermasin. Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Akyo, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Bank's Business of every description. INTEREST ALLOWED. On Current Account 2 per cent. per annum on daily balances. On Fixed Deposits 12 months 4 per cent. " 6 " 3 " " 3 " 2 " J. L. VAN HOUTEN, Agent. Hongkong, 16th July, 1908. [25]

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) Yen 5,000,000 Reserve Fund Yen 1,140,000. HEAD OFFICE: TAIPEI, FORMOSA. BRANCHES AND AGENCIES: Amoy, Kobe, Tainan, Anping, Nagasaki, Tamsui, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama, Swatow.

HONGKONG OFFICE: 3, DES VUEX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 16th September, 1908. [1518]

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG. For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 34 years. From 1874 to 1907. Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## BANKS.

INTERNATIONAL BANKING CORPORATION. CAPITAL PAID UP... Gold \$325,000. RESERVE FUND... about Mex. \$7,222,222. HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum. For 6 " 3 " " For 3 " 2 " " No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON, Manager. Hongkong, 8th April, 1908. [1466]

HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL... \$15,000,000. RESERVE FUNDS... \$15,000,000. STEERING... \$15,000,000. SILVER... \$14,000,000. RESERVE LIABILITY OF PROPRIETORS \$15,000,000. COURT OF DIRECTORS: E. SHELLEY, Esq., Chairman. Hon. Mr. W. J. GIBSON, Deputy Chairman. E. G. Barrett, Esq., C. R. Lenzmann, Esq., G. Friedland, Esq., B. Shewan, Esq., C. S. Gubbay, Esq., Hon. Mr. H. A. W. Slade, W. Helms, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH. MANAGER: Shanghai—W. ADAMS ORAM. LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On Fixed Deposits: For 3 months 2 1/2 per cent. per annum. For 6 months 3 per cent. per annum. For 12 months 4 per cent. per annum. J. R. M. SMITH, Chief Manager. Hongkong, 22nd August, 1908. [20]

HONGKONG SAVINGS BANK. THE Business of the above Bank, conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 12th January 1907. [21]

NEDERLANDSCHE-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863. Authorised Capital FL. 15,000,000 (£1,250,000). Subscribed Capital FL. 20,000,000. Reserve Fund FL. 2,230,517.37 (£183,376). HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP. BRANCHES AND AGENTS all over the World. THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: 12 months 4 per cent. 6 " 3 1/2 " 3 " 3 " C. WOLDEINGH, Manager. No. 15, Des Vaux Road Central. Hongkong, 3rd November, 1908. [26]







## SHIPPING.

## ARRIVALS.

ASSAYE, British str., 4,395, C. L. Daniel, 24th Dec.—Bombay via Ports 9th Dec, Maila and Gouard—P. & O. S. N. Co.  
 CHOWFA, German str., 1,755, H. Breher, 24th Dec.—Swatow 23rd Dec, Rice—N.D.L.  
 GERMANIA, German str., 1,771, C. Jurgensen, 23rd Dec.—Japan 18th Dec, Coal—Johsen & Co.  
 HAILAN, French str., 377, O. A. Hoig, 24th Dec.—Hohow 22nd Dec, General—A. R. Marty.  
 HANGKONG, British str., 1,356, Spencer Wilde, 24th Dec.—Shanghai 19th and Swatow 23rd Dec, General—Jardine, Matheson & Co.  
 MINNESOTA, American str., 13,323, Chas. Austin, 24th Dec.—Seattle via Ports 24th Nov, General—Great Northern Steamship Co.  
 RAGNAR, Norwegian str., 1,220, A. Augouss, 24th Dec.—Wakamatsu 18th Dec, Coal—Anguani, Thorson & Co.  
 SANKU MARU, Jap. str., 6,111, K. Honma, 24th Dec.—Singapore 18th Dec, General—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 24th December.

Chioyang, German str., for Swatow.  
 Darya Maru, Jap. str., for Wakamatsu.  
 Dewagayac, German str., for Swatow.  
 E. F. Ferdinand, Austrian str., for Singapore.  
 Grifvalde, British str., for Newcastle.  
 Hailan, French str., for Hohow.  
 Haiyang, British str., for Swatow.  
 Hongkong, French str., for Hongkong.  
 Hsu Chi, Chinese str., for Shanghai.  
 Kaitan, British str., for Singapore.  
 Leisang, British str., for Swatow.  
 Phonyang, German str., for Singapore.  
 Sanku Maru, Jap. str., for Singapore.  
 Taki Maru, Jap. str., for Moji.

## DEPARTURES.

24th December.  
 CARNARVONSHIRE, British str., for Nagasaki.  
 C. DIEBERICHSEN, German str., for Hohow.  
 GERMANIA, German str., for Canton.  
 HANYANG, British str., for Swatow.  
 HONGKONG, German str., for Amoy.  
 KONGCHANG, German str., for Swatow.  
 KONGCHANG, British str., for Shanghai.  
 NORD, British str., for Singapore.  
 QUINTA, German str., for Batavia.  
 SHIBETORO MARU, Jap. str., for Takao.  
 SOKKONG, Norwegian str., for Penang.  
 SUNGKANG, British str., for Cebu.  
 TSELMACHUS, British str., for Saigon.  
 TUNGSHING, British str., for Shanghai.  
 YINGCHOW, British str., for Shanghai.

## SHIPPING REPORTS.

The Norwegian str. *Regent* reports: Variable winds with fine weather to Ockea from there to port fresh monsoon.

## VESSELS IN DOCK.

December 24th.

ABERDEEN DOCK.—*Phonyang*.  
 KOWLOON DOCK.—H.M.S. *Vivago*, Prinz Waldemar, *Chongking*, *Tippu*, *Triumph*.  
 COSMOPOLITAN DOCK.—*Derwent*.

## VESSELS PASSED ANJER.

Dec. 1, *Nord*, barque, *Phyllis*, Gabrielsen, from Port Louis for Amoy of Samanang.  
 Dec. 1, British str. *Prian*, Jarvis, Dec. 1, from Batavia for Amsterdam.  
 Dec. 3, Dutch str. *Banda*, Feneaga, Oct. 17, from Hamburg for Batavia.  
 Dec. 3, German str. *Qanabruk*, Prohn, Dec. 2, from Tjilatjap for Batavia.  
 Dec. 3, Dutch str. *Iron*, de Baer, Dec. 3, from Batavia for Amsterdam.  
 Dec. 4, British str. *Otterburn*, from Auckland for Singapore.  
 Dec. 7, British str. *Auchenarden*, from West Dec. 9, British barque, *Eclipse*, White, from Whampoa for Boston.  
 Dec. 12, Dutch str. *Ophir*, Sharp, Nov. 7, from Rotterdam for Batavia.  
 Dec. 14, British str. *Islander*, Wright, Dec. 12, from Singapore for Christmas Island.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
 FIUME AND TRIESTE (DIRECT),  
 Calling at SINGAPORE, PENANG,  
 COLOMBO, BOMBAY, KARACHI,  
 ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the Brazils  
 to PERSIAN GULF, RED SEA, BLACK SEA,  
 LEVANT, VENICE AND ADRIATIC  
 PORTS.)

THE Company's Steamship

"E. FRANZ FERDINAND"  
 Captain Nitsche, will be despatched as above  
 TO-MORROW, 26th Dec., at Daylight.  
 This Steamer has capital accommodation for  
 passengers, electric light and carries a doctor.  
 For information as to Passage and Freight,  
 apply to

SANDER, WIELER & Co.,  
 Agents,  
 Princes' Buildings,  
 Hongkong, 23rd December, 1908. [3]

EASTERN AND AUSTRALIAN STEAM-  
 SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Port Darwin, and QUEEN-  
 LAND PORTS, and taking through Cargo  
 to ADELAIDE, NEW ZEALAND,  
 TASMANIA, &c.)

THE Steamship

"EMPIRE"  
 Captain Holmes, will be despatched as above  
 on THURSDAY, the 7th Jan., at Noon, 1909.  
 This well-known Steamer is specially fitted  
 for Passengers, and has a Refrigerating Cham-  
 ber which ensures the supply of Fresh Pro-  
 visions, &c., throughout the voyage.  
 This Steamer is installed throughout with  
 the Electric Light.  
 A Stewardess and a duly qualified Surgeon  
 are carried.

N.B.—To assure the additional comfort of  
 passengers the Steamers of the Company have  
 electric fans fitted in staterooms.  
 For Passage, apply to

GIBB, LIVINGSTON & Co.,  
 Agents,  
 Hongkong, 21st December, 1908. [1681]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	On 30th inst.
LONDON & ANTWERP	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 30th inst.
LONDON, ANTWERP & HAMBURG	GREENHORN	Brit. str.	—	Haughton	McGREGOR BROS. & GOW	On 30th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	CARNARVONSHIRE	Brit. str.	—	—	—	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	DEN OF OIGL	Ger. str.	k.w.	—	—	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ISORIA	Ger. str.	k.w.	—	—	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k.w.	—	—	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISE	Ger. str.	k.w.	—	—	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	—	—	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	—	—	On 30th inst.
MARSEILLES, HAYRE & COPENHAGEN	SIAM	Dan. str.	—	—	—	On 30th inst.
MARSEILLES, &c. VIA PORTS OF CALL	ERNEST SIMONS	Fr. str.	—	—	—	On 30th inst.
MARSEILLES & LONDON VIA BOMBAY	MACEDONIA	Fr. str.	—	—	—	On 30th inst.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KIRAKU MARU	Jap. str.	—	—	—	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CADO MARU	Jap. str.	—	—	—	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	—	—	On 30th inst.
NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.	BUELOW	Ger. str.	—	—	—	On 30th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	PRINCESS ALICE	Ger. str.	—	—	—	On 30th inst.
NEW YORK	E. F. FERDINAND	Aus. str.	—	—	—	On 30th inst.
NEW YORK & BOSTON VIA SUEZ PORTS	SIEK	Brit. str.	—	—	—	On 30th inst.
BOSTON & NEW YORK	INDRAWADI	Brit. str.	—	—	—	On 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	—	—	—	On 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	—	On 30th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MONTEAGLE	Brit. str.	—	—	—	On 30th inst.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SHINANO MARU	Jap. str.	—	—	—	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	INVERIC	Brit. str.	—	—	—	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	TAKO MARU	Jap. str.	—	—	—	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Ger. str.	—	—	—	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	—	—	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	—	—	On 30th inst.
KOBE & YOKOHAMA	KUNANO MARU	Jap. str.	—	—	—	On 30th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	—	On 30th inst.
KOBE & YOKOHAMA	SANKU MARU	Jap. str.	—	—	—	On 30th inst.
KOBE & YOKOHAMA	WAKAMATSU MARU	Jap. str.	—	—	—	On 30th inst.
JAPAN	TIKINI	Dut. str.	—	—	—	On 30th inst.
SHANGHAI	ABATE	Brit. str.	—	—	—	On 30th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ABRATON APCAR	Brit. str.	—	—	—	On 30th inst.
SHANGHAI, SHANGHAI, TINGTAT, WEIHAIR, &c.	CHONGSHING	Brit. str.	—	—	—	On 30th inst.
SHANGHAI	FOOSHING	Brit. str.	—	—	—	On 30th inst.
SHANGHAI	HANGKONG	Brit. str.	—	—	—	On 30th inst.
SHANGHAI	SHAOHONG	Brit. str.	—	—	—	On 30th inst.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	CHOSHUN MARU	Jap. str.	—	—	—	On 30th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Brit. str.	—	—	—	On 30th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Fr. str.	—	—	—	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	POOKANG	Brit. str.	—	—	—	On 30th inst.
SHANGHAI, YOKOHAMA & KOBE	YEDDO	Dan. str.	—	—	—	On 30th inst.
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	k.w.	—	—	On 30th inst.
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	k.w.	—	—	On 30th inst.
SHANGHAI, YOKOHAMA & KOBE	TIKINI	Dut. str.	—	—	—	On 30th inst.
SHANGHAI	SHIBETORO MARU	Jap. str.	—	—	—	On 30th inst.
AMOY & TAKAO	DANIN MARU	Jap. str.	—	—	—	On 30th inst.
TAMUI VIA SWATOW & AMOY	HAITANG	Brit. str.	—	—	—	On 30th inst.
SWATOW, AMOY & FOOCOW	RUHI	Brit. str.	—	—	—	On 30th inst.
SWATOW, AMOY & FOOCOW	TEAN	Brit. str.	—	—	—	On 30th inst.
MANILA	LOOSKANG	Brit. str.	—	—	—	On 30th inst.
MANILA	YAYIRO	Brit. str.	—	—	—	On 30th inst.
MANILA	TAMING	Brit. str.	—	—	—	On 30th inst.
MANILA	YUNNANG	Brit. str.	—	—	—	On 30th inst.
MANILA	BORNO	Ger. str.	—	—	—	On 30th inst.
KUDAT & SANDAKAN	TAKASAKI MARU	Jap. str.	—	—	—	On 30th inst.
BOMBAY VIA SINGAPORE & COLOMBO	LAIBANG	Brit. str.	—	—	—	On 30th inst.
SINGAPORE, PENANG & CALCUTTA	TIPIANAS	Dut. str.	—	—	—	On 30th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	—	—	—	—	—	On 30th inst.

## THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Machio	On 11th Feb., 09
SUVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.

Hongkong, 2nd December, 1908.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Tuesday, 29th Dec., at Noon.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. H. FORMES	Wed., 30th Dec., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ WALDEMAR" Capt. F. ISEKE	Thursday, 31st Dec., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About Thursday, 31st December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st December, 1908.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days  
 Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel,  
 12 DAYS YOKOHAMA TO VANCOUVER,  
 21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	SATURDAY, 15th Jan.	5th Feb. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Feb.	5th March 09
"MONTEAGLE"	6,163	TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 1st May	22nd May 09

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M.  
 S.S. "MONTEAGLE" at 12 NOON.  
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
 SINGAPORE, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE,  
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
 Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,  
 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate on Steamers ..... \$40 ..... \$242  
 and 1st Class Railway.....

First Class rate to London includes cost of Meals and Berth in Sleeping Car while  
 crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates  
 affording superior accommodation for that class.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval  
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
 and Japan Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
 Corner Pedder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Rebnat	On 4th Jan., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 18th Jan., P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 19th Jan., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta,  
 Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
 Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway  
 from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,  
 Queen's Building.

Hongkong, 25th December, 1908.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
 AUSTRALIA, INDIA, ADEN, EGYPT,  
 MEDITERRANEAN PORTS,  
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL,  
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA"  
 Captain B. W. H. Snow, carrying His  
 Majesty's Mails, will be despatched from this  
 for Bombay, &c., on SATURDAY, the  
 25th December, at Noon, taking passengers  
 and cargo for the above ports in connection  
 with the Company's s.s. "Monckton," 2,500  
 tons, from Colombo, passengers' accommodation  
 in which vessel is secured before departure  
 from Hongkong.

Silk and Valuables, all cargo for France and  
 Tea for London (under arrangement) will be  
 transhipped at Colombo into the mail steamer  
 proceeding direct to Marseilles and London.  
 other cargo for London, &c., will be conveyed  
 via Bombay by the R.M.S. "Marnora" due in  
 London on the 6th February, 1909.  
 Parcels will be received at this Office until  
 4 p.m. the day before sailing. The contents  
 and value of all packages are required.

For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent,  
 Hongkong, 14th December, 1908. [1]

FOR SHANGHAI, YOKOHAMA, KOBE  
 AND MOJI.

THE Steamship

"ABRATON APCAR."  
 Captain A. Stewart, will be despatched for the  
 above Ports TO-MORROW, the 25th inst.,  
 at 4 P.M.  
 This Steamer has superior accommodation for  
 passengers, is installed throughout with Electric  
 Light and carries a duly certified doctor.  
 For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents,  
 Hongkong, 24th December, 1908. [1677]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR  
 COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
 S.S. "SIKH" will depart from Hongkong on 29th Dec.  
 For BOSTON and NEW YORK.  
 S.S. "MUNCASTER CASTLE" will depart from  
 Hongkong



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. C. L. Daniel	About 25th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 26th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.R.	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA		About 2nd Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23rd December, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 29th Dec., 3 P.M.
SHANGHAI	SHAOHSING	On 29th Dec., 4 P.M.
MANILA	TAMING	On 31st Jan., 3 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 29th Jan., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

Cargo booked through for all Australian, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
Hongkong, 25th December, 1908.BUTTERFIELD & SWIRE,  
AGENTS 11

# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING & TAKAO	"SHIBETORO MARU"	SUNDAY, 27th Dec., at Daylight.
TAMSUI VIA SWATOW	"DALIN MARU"	TUESDAY, 29th Dec., at 8 A.M.
AMOI & AMOY	"CHOSHUN MARU"	THURSDAY, 31st Dec., at 8 A.M.
SHANGHAI VIA SWATOW, AMOI & FOCHOW		

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

↑ Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th December, 1908.

T. ARIMA, Manager 13

# DOUGLAS STEAMSHIP CO. LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI & FOCHOW	FRIDAY, 25th Dec., at Noon.
"HAITAN"	SWATOW, AMOI & FOCHOW	TUESDAY, 29th Dec., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 24th December, 1908.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

↑ Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE & HAMBURG:
S.S. ANDALUSIA ... 3rd Jan. 09	S.S. SCANDIA ... 27th Dec.
S.S. SLAVONIA ... 17th Jan. 09	For ROTTERDAM & HAMBURG:
S.S. SAKONIA ... 27th Jan. 09	S.S. DEN OF OGIL ... 5th Jan. 09
S.S. SPEZIA ... 8th Febr. 09	For HAVRE & HAMBURG:
	S.S. ISTRIA ... 11th Jan. 09
	For HAVRE & HAMBURG:
	S.S. BARCELONA ... 25th Jan. 09
	For HAVRE & HAMBURG:
	S.S. C. FERD. LARSEN ... 28th Jan. 09
	S.S. SLAVONIA ... 22nd Febr. 09
	S.S. ANDALUSIA ... 27th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st December, 1908.

Hongkong Office. 13

# HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th Dec., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Jan., Noon, 09

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 14th December, 1908.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIMAH	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor,  
Hongkong, 14th December, 1908.

Telephone No. 375.

18

# PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

## S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING  
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—MARSEILLES - - - - - APRIL 17TH.  
LONDON - - - - - APRIL 24TH.

FARES TO LONDON—  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.

Hongkong, 24th November, 1908.

1600

PASSENGER SEASON 1909.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINZESS ALICE" - 10,911 - ON MARCH 10TH.  
Capt. G. Rorr.

"KLEIST" - 9,000 - ON MARCH 24TH.  
Capt. R. Meyer.

"PRINZ LUDWIG" - 9,630 - ON APRIL 7TH.  
Capt. F. v. Binzer.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 1st December, 1908.

1624

# NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE,  
COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

## "HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg. Captain H. Fraser,  
will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.  
Every known comfort provided on board for travellers: First-class staterooms amidships  
comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant  
Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and  
Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and  
Stewards. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 24th November, 1908.

1599

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WEDNESDAY, 6th Jan., 09 at Daylight.
COLOMBO and PORT SAID	BINGO MARU Capt. A. Christiansen	6247	WEDNESDAY, 26th Jan., 09 at Daylight.
SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	S. SHINANO MARU Capt. K. Kawara	6388	TUESDAY, 5th Jan., 09 at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Wm. Thompson	7463	TUESDAY, 19th Jan., 09 at Noon.
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., 09 at Noon.
BOMBAY via SINGAPORE and COLOMBO	YAWATA MARU Capt. T. Sekine	3817	FRIDAY, 19th Febr., at Noon.
KOBE	SANUKI MARU Capt. K. Homma	6112	FRIDAY, 26th Dec., at 4 P.M.
	TAKASAKI MARU Capt. A. Mocker	4370	WEDNESDAY, 30th December.
	WAKAMIYA MARU Capt. T. Yamawaki	4421	MONDAY, 4th January.

\* Omitting Yokkaichi.

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passengers (those bound to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers) Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 25th December, 1908.

T. KUSUMOTO,  
MANAGER. 356

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOCK

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 10th December, 1908.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East—

16, DES VIGUEUX ROAD,  
HONGKONG.Japan Office:  
14, WATER STREET,  
YOKOHAMA.

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AGENTS. 6

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOSHING"	Monday, 28th Dec., 4 P.M.
SWATOW, SHANGHAI, SINGTAU, WEIHAIWEI, CHEFOO & CHINGWANTAO	"CHEONGSHING"	Monday, 29th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 29th Dec., Noon.
SHANGHAI	"HANGSANG"	Tuesday, 29th Dec., 4 P.M.
MANILA	"LOONGSANG"	Thursday, 31st Dec., 4 P.M.
MANILA	"YUENSANG"	Friday, 8th Jan., 4 P.M. 09
SETHAI, YOKOHAMA, KOBE, and MOJI	"FOOKSANG"	Monday, 11th Jan., Noon 09.

FOR THE MANILA CARNIVAL

FEBRUARY 2ND to 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

↑ Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to—  
Hongkong, 25th December, 1908.JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS. 16







# LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.



## PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities. WHAT ARE THESE BONDS? They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS. We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20. Write for Handbook, sent post free. MELVILLE, OLVIN & Co., Bankers, 2, Rue de la Bourse, PARIS (France).

### A Delicious Luxury.

There are many kinds of Lime Juice. Some are quite innocent of any touch of the real fruit, and others are made from low quality fruit. The way to make sure of the perfect Lime Fruit Juice is to get

PURE

## MONTSERRAT LIME JUICE CORDIAL

which is made exclusively from the splendid cultivated Limes of the Island of Montserrat. Mixed with plain or aerated water, this Cordial is the ideal household drink in hot weather.

## BOVRIL

should be in every home as well as in every hospital.

When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Constipation, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

the WARRANTY STAMP OF THE UNION DES FABRICANTS.

ON A METAL SEAL advertising CLETAAS.

CLETAAS is a MELISSA and MINT cordial which surpasses all others by its purity and healthful preparation. To be taken on a lump of sugar.

AGENTS: CALBECK, MACGREGOR & Co. HONGKONG

### THE ORIGIN OF OPIUM.

Sir Ray Lankester writes in the *Daily Telegraph*: That Europe is the original home of the opium-poppy, and not Asia, is even more contradictory of our settled traditions and belief than the fact that Europeans gave tobacco to the East. Yet it is the fact that opium, like tobacco, came to the Far East from Europe. The opium-poppy does not grow wild in Asia; it is a cultivated variety of a Mediterranean poppy, the *Papaver setigerum*, which has a pale purple flower, and was conveyed, long ago, by man from the Levant to Asia. We have true poppies of four species which grew wild in England, all with splendid scarlet or crimson petals, easily distinguished from one another by the shape of the seed-boxes, or capsules, which they form. If you scratch the surface of the seed capsule of one of these poppies a milky juice appears. It is this which is collected from the capsules of the much larger opium-poppy in India and China, and when dried forms a hard brown cake, which is called "opium." It consists of resinous matter, in which is contained a small quantity of the invaluable narcotic called "morphia," and also small quantities of other powerful poisons.

#### THE WILD POPPY.

The pale-purple poppy of the Mediterranean (*Papaver setigerum*) was cultivated hundreds—even thousands—of years ago, in the South of Europe and on the Mediterranean shores of Africa—not for opium, but for the oil which can be expressed from the seed, "poppy-seed oil." The oil is free from narcotic properties. The purple poppy is still cultivated for that oil in France, and poppy-seed oil is an article of commerce used as food, both in the pure state and for adulterating other oils. The earliest cultivation of this poppy is even as remote in Europe as 7,000 years, for we find that the Swiss lake-dwellers of the Stone Age cultivated it, and that the variety they obtained was nearer to the wild *Papaver setigerum* than to the modern opium-poppy, *Papaver somniferum*. How and when it first was recognised that the narcotic substance "opium" could be prepared from the juice exuding from the cut capsule is not exactly known, but it is probable that it was not until the early Middle Ages, that the poppy was cultivated for the habitual use of opium as a narcotic indulgence, and that its earlier cultivation was, as to some extent is the case at the present day, for the sake of the oil contained in the seed, its use in medicine requiring but a very small supply. The ancient Greeks were well-acquainted with the cultivated poppy. Homer mentions it, and at a much later period Theophrastus and Dioscorides do so. They call it "narkon" and were aware of the somniferous properties of the sap. Dioscorides whose wonderful book on plants dates from the first century of our era, speaks of the drug derived from the sap by the name "opos," and it is from that word that the name "opium" has come. The Romans cultivated the poppy before the republic and mixed its seeds with their flour in making bread. The story of King Tarquin taking the governor of a rebellious province into a poppy-field, lopping off the heads of the taller poppies with his sickle, and then turning to his visitor, without a word, but with a look which said, "That is the way to govern," is evidently the very early origin of the poppy. Roman writers do not mention the opium poppy, though it seems to be certain that it has been cultivated in Asia Minor for at least 3,000 years. There is no evidence that the plant was cultivated in more ancient times in Egypt, although in Pliny's time the Egyptians used the juice of the poppy medicinally. In the Middle Ages it was, and in our own day it is, one of the chief objects of cultivation in that country, especially for manufacture of opium.

#### THE CULTIVATED POPPY.

The cultivated variety *P. somniferum* of the present day differs from the wild *P. setigerum*, in having the seed capsule surrounded by ten or twelve sharp spines (the free ones of the capsule are united to form a canal, instead of by eight as in the wild form). It seems that the introduction of the poppy from the shores of the Mediterranean into Persia, India, and China is due to Arab traders, and is coincident with the rise of Mahomedanism, and it is probable that it was valued and cultivated from that time onwards, not so much for the sake of its seed and oil, as for the narcotic juice which was made up by Arabian "confectioners" into a kind of paste, and eaten, as we see other vegetable extracts—such as "hemp"—for the sake of the pleasurable effects produced by its poisonous action on the nervous system. It is certain that the opium poppy does not occur at all in the wild state in the Middle and Far East. In 1516 opium was already an article of trade from India to China. The poppy was cultivated, and use of opium known and frequent in India for some five centuries before that date. Probably the cultivation of the plant in China was not started until the eighteenth century.

#### OPIUM SMOKING.

It was the Chinese who hit upon the mode of indulging in opium by smoking it in a pipe. There is no record, written or pictorial, of this practice earlier than 1730, about fifty years before which date (1680) we find the smoking of tobacco represented on Chinese pottery. Very soon the Chinese were not content to import their opium from India, but large areas were put under cultivation with the Indian poppy in China and Manchuria. For a century or more the supply of opium from India to China continued, and increased, the native Chinese production not being sufficient to meet the demand. In 1730 and 1795 the Chinese Government issued edicts forbidding the smoking of opium, and in the last century the efforts of the Chinese authorities to prevent the importation of Indian opium, whether with a view to suppress a dangerous habit or to favour the home-grown article, led to war with England. In some parts of China—for instance, Amoy—three-fourths of the population are, or were until lately, opium smokers. Now it is believed that the Chinese Government is gradually determined to put a stop to the dangerous and enervating indulgence in this narcotic, and the opium growers of India will have to limit their output, and employ their land and labour for other crops.

#### OPIUM EATING.

It is the fact that the eating of opium (for it is not "smoked" there) does very little harm in India, that is not used by a large proportion of the people nor in excess. Many persons who have studied the subject maintain that the widely spread inquiry caused by opium in China is due to the short time during which it has been in use there. It is held that a population after a few centuries becomes immune to such poisons, but attractive indulgences by the killing out of those who cannot resist excess, and the suggestion is that the simplest way of dealing with such cravings for poison is to let those who have them and cannot resist their demand freely indulge and die, and then to let the others know that it is a "slow and tedious way" of educating an evil tendency. It may perhaps be the only way and the best, with the prospect of a healthy and contented population, and a sound and healthy population becomes recognised as being part of the duty of the makers and administrators of the law in civilised states, it is not impossible that we shall see something of the kind deliberately put into practice.

The opium pipe and the mode of smoking at present in use in China, are very different from the pipe and smoking of tobacco used there or elsewhere. I investigated the matter myself twenty years ago in an opium-den near the London Dock, under the instruction of a police Chinaman. The opium pipe has a very narrow cavity about one-sixth of an inch wide. The prepared opium, in a condition resembling treacle, is smeared on the walls of the cavity with a pin, and the pipe is held to a lighted lamp. The flame drawn into the pipe causes the opium to fuse and give off smoke, but it does not "light" and continues to burn. Each whiff which the smoker inhales has to be preceded by applying the pipe to the lamp. The smoke is tasteless, and it requires a good deal of patience and several re-smearings of the inside of the pipe before the smoker begins to experience the pleasant effects of the drug. These consist in the production of a sense of perfect contentment and indifference to all trouble and care, whilst the imagination gives a rose-colour, or an even more alluring aspect, to all that one sees or thinks of—until a gentle sleep closes the scene.

The Chinese, having obtained the seeds, cultivated the opium-poppy, and made opium before the prepared article was imported in any great quantity from India. There is, of course, no doubt as to the injury which is done to a population by the habitual use of opium. At the same time, there is no one who knows anything about medicine and the use of drugs who does not speak of opium with reverence and even affection. Forty years ago, at a dinner-party where the leading physicians of London were present, it was suggested that they should each write down in order of merit the ten drugs to which they attached the greatest value. I heard from one who was present that they all put opium in the first place, and that mercury, iodine of potassium, and ipecacuanha followed in that order in the majority of the lists. The value of opium as a medical agent is one thing; its deadly effect on those who have become victims to its daily use is another. The origin of the medical use of opium can be traced to Egypt in Pliny's time, but beyond that nothing is known.

### GERMAN EMPIRE'S DEBT.

#### COMPARISON WITH BRITAIN.

Prince Bismarck, when introducing the imperial finance reform scheme for raising £25,000,000 of annual revenue by new taxes, said: "In spite of our ancient history, we are the youngest among the Great Nations, at least in Western Europe." We came very late into the arena. What has we did against the progress to seek colonies, to secure our young world-wide political, to break with a purely economic European policy, to pursue a world-policy, and to provide the new Empire with a fleet strong enough to protect its coasts and its overseas interests and trade.

"We have had to build this fleet. It was our rapid development which forced us to build it so quickly. Is it, after all, to be wondered at that our economic expansion arising from the growth of our population and our productive power, which has at least since a section of the British people, their once friendly feeling into mistrust, or filled this section with a certain anxiety?"

"I do not regard these antagonisms as conquerable. Time will heal or ally many of them. I see no near danger of war. What we want is coolness, firmness, steadiness." ("Very true," loud cheers—commotion—calmness without and within. (Cheers).)

The real great danger only one in our financial position. We have now, in 1908, a debt of about £200,000,000 and over £100,000,000 is in prospect for the next five years. In the race of progress we have lived beyond our means."

#### IGNORANCE OF THE BIBLE.

The "New York Nation," a journal corresponding somewhat to the "Athenaeum," contains a letter (October 22nd) dealing with "Ignorance of the Bible" among the younger members of the well-to-do classes in America. "As a substitute Sunday school teacher," says the writer, "I asked a class of boys from the best families in this refined New England community, where a college has been disseminating culture for more than a century. 'What is meant by the word "prodigal son"?' One lad immediately volunteered. 'It's the son that rises and sets each day, isn't it?' But he was immediately corrected by a wiser boy who said: 'No, that's the prodigal son means Jesus Christ.' I had occasion to lead a Bible study among college students, and to wake them up the need of greater familiarity with the Scriptures. I ventured as a test question: 'How many of you college men think you could find the book of Hzekiah in the Bible without using the index?' One man inquired how much time I'd give them, and when I permitted them five minutes for the search fifteen out of the forty men were sure that they could accomplish the feat and actually set about it. Hoping against hope that this experience was exceptional, I carried the matter to the next day. I had a few Bible class of Harvard and Technology men. In that class, numbering thirteen, every man was sure he could achieve this impossibility.

"It was in still another college community where I was reading that an allusion was made in a philosophy recitation to a sentiment to be found in 'Corinthians.' 'What is Corinthians?' was the serious question asked by one student after class. 'I always supposed it was one form of architecture.'"

The query may be raised, says a London contemporary, whether, after all, the young people of the middle classes at home are better informed concerning the great "well of English and French" than their American cousins.

### FASHIONS AND FANCIES.

#### A PRINCESS'S GOWN.

A bright illumination was thrown on the modes of to-day and to-morrow by the exhibition of Paquin models in Dover-street. These had all been taken to Berlin and submitted by Mmes. Paquin to the Crown Princess for her selection. It may be supposed that the very top mode of fashion was struck in these dresses, coats, hats, furs, ashes, &c. And in addition there was the idiosyncrasy of this famous house in the designing and execution of the various chiffons. The young Princess is tall, fair, and gracefully slender. She carries herself well, and this is equally important with figure to the success of a gown. Her favourite colour is green, so becoming to a fair complexion; but her young husband's pet colour is pale blue. Consequently many of the gowns chosen were in one or other of these tints. But there were also other colours, in addition to white and black.

#### A LOVELY RECEPTION DRESS.

Tomato red, for instance, was seen in a velvet reception-dress, with light embroideries in the dull gold that is so much in request this season for handsome gowns. Gold, too, was the trimming of a black satin charmingose Chantilly, out Directorio fashion, and closely moulded to the figure. Meant for evening wear, the bodice was made with a velvet rose satin belt, wide and high, softly valled with black, and drawn through gold embroideries, and ending in gold tulle and black knotted together. The sleeves, entirely covering the arms, and very closely fitted, were in black net and gold tissue, with touches of gold rose. The robe was of beautiful gold embroidery, with motives of black lace, all carried high in the neck. A toque to match accompanied this gown, evidently intended for wearing with it at the theatre. Nothing could be better chosen to enhance the fairness of the Crown Princess. The favourite hues were seen in an original fashion on an evening gown in black marquisette with a pointed tunic outlined with fringes of vivid green bugles. Similar fringes formed a bodice, and fell over the arms over long sleeves of cream-coloured lace, which embraced the body in black. Green, too, in lovely shade of emerald, was the colour of a tagown in softest crepe-de-chine, embroidered all over in gold beads, and forming a graceful kind of loose drapery over a tight undergown in white chiffon. The artistic contrast between the green and the white was emphasised by a narrow line of black velvet, and an Elzevir edition of a black tulle ruche edging the green.

#### SOME LOVELY DINNER GOWNS.

A dream of colour was a dinner gown in palest rose-petal pink satin charmingose valled with pearl-grey chiffon edged with pink velvet. This overdress was a Directorio tunic cut up in panels embroidered in pink and silver, and trimmed with silver lace. The second dinner gown was in Saxe blue chiffon velvet relieved with creamy chiffon on the bodice and worked in elaborate embroideries of blue bugles and crystal. For evening wear long Directorio sleeves in d'armonous textures such as gauze, ainos, embroidered crepe, chiffon, &c., many of them embroidered with bugles or bordered with a narrow line of fur or ruche of black chiffon, or gold or white. Many of them were fringed with gold or silk. A poem of a frock was a white satin Directorio, with a bodice of pink rose buds clustered closely together. An evening coat was made of Capenne velvet, the shade of the deepest orange-brown-red in a naturalism, embroidered all over in a very beautiful and harmonious design of black jet, and finished at the neck with a twist of black tulle, and gold flut lace. The black frock trimmed this very lovely coat, the shade of which was indescribably novel and unusual.

#### SOME CARRIAGE COATS.

Not for the million is such a carriage coat as that shown, made entirely of broad tail and trimmed with real silver fox, perhaps the costliest of furs. The hat to be worn with this was black velvet with a band of silver fox about the crown and a trimming of dark blue roses. Loveliest of all, however, was a Directorio pelisse in dull blue velvet, and very richly embroidered in steel and silver in oxidized shades. Brightness in metal embroideries is entirely out of date. The whole coat was edged with black fox.

#### A SENSATIONAL FUR COAT.

Among the wonders that were shown was a sable coat, price three thousand guineas, and made for the star of the Imperial Opera House, Berlin. Such was the soft, rich suppleness of this fur that it clung in to the figure as though it had been velvet. Needless to say, the dark, glossy, silky skins were matched to perfection, and the ample out of the skirts was in contrast with the perfect fit of the shoulders, outlining them with accuracy.

#### OUTDOOR GOWNS AND COATS.

A too-covetable costume was in pale beige faced cloth with a flat, smooth pleat down the front of the Directorio skirt, which, like the bodice, is trimmed with buttons covered with beige velvet. A touch of vivid green at the neck and a narrow edge of brown fur gave character to this frock. Another walking costume had the skirt in dark blue cloth and a three-quarter coat in velvet to match, made with the becoming little shoulder capes that have not been seen for some time. When they first come in they give a note of peculiar distinction to a coat or costume.

#### THE SPRING COATS.

There seems to be no half-length in the costs of this season. They are either cut away from the front and back not more than seven or eight inches of tulle, or else they are three-quarter lengths. An uncommonly pretty costume is in green cloth for the skirt, and has a green velvet coat with black silk and gull gold braiddings and oxidized gold buttons. Some of the three-quarter fur coats are worn with gold or silver belts in dull tones of the metal. The Directorio fur coat has a line of buttons or embroidery down one side, and frequently has the neck finished with embroidery to match. The waist is short at the back, and the fronts are straight, but not very loose. One of the newest cloth coats is a modification of the Directorio with an opening, or apparent opening, down the side, fastened up with buttons and buttonholes. In front, however, the type is rather sacrificed to the cause of warmth, in the cross-over laps.

#### WINTER BOOTS AND SHOES.

All shades of brown are worn with tweed costumes, and, in fact, with short skirts of any colour save black. High heels come to be worn more with short skirts than with long ones. In fact, the shorter the skirt the higher the heels, and the effect is often more peculiar than beautiful. The gait is crippled, and any trace of charm or gracefulness necessarily disappears when the figure is bent forward as with the infirmity of age. The mischief that results to the knees is serious enough, but worse remains behind. Displacement of internal organs is no trifles. Already there are coloured shoes to match green, blue, or purple costumes, a fashion that will be developed immensely next season. We shall see those in almost every shade of urban, pale or dark, a possibility that has become fact owing to a new discovery in the art of dyeing—X and Z in the *Globe*.

### SHIP DESIGNING.

#### SIR W. WHITE ON MODERN METHODS.

Sir William H. White the British naval constructor of a notable era, delivered an interesting address at the first ordinary meeting of the Royal Society of Arts, when he dealt with the rise and progress of education in naval architecture, in which he himself has had no small share. He alluded to the somewhat narrow lines on which construction was formerly conducted, until the inception of the movement in favour of better education for British ship-builders and the adoption of scientific methods in ship design a century ago due to men unconnected with the industry, and not welcome to shipbuilders of the older school. Fortunately, opposition from various quarters was overcome, and the first School of Naval Architecture began its work at Portsmouth in January, 1811, under the direction of Dr. Inman, distinguished graduate of the University of Cambridge.

When the steam reconstruction of the Navy had to be undertaken, about 55 years ago, and was rapidly followed by the use of armour as a protection against attack by explosive shells, it became impossible any longer to pretend that naval officers, untrained as naval architects, could undertake the responsible work of designing British warships. Fortunately trained men were available in the persons of Dr. Inman's old pupils, who had been compelled to wait 20 years before their opportunity came. Outside the Admiralty service competent architects, Sir William drew attention to the effect produced on modern building by evening classes in naval architecture, at which large numbers of artisans have been taught. For many years these classes have existed in the dockyard towns and centres of shipbuilding. They have given useful instruction to draughtsmen and men engaged in the practical operations of the shipyard, and from amongst these, by a process of selection, no small number of men have been found who were capable of receiving higher training and rising to positions of primary importance in the private shipbuilding industry. In later years municipal technical schools in our great seaports have given a home to these classes, and at the present time they are flourishing more than ever. In this department of technical education the United Kingdom has a distinct advantage over any other maritime country, and it has had a marked effect upon the more general adoption of scientific methods in shipbuilding during the last 30 years.

Thirty years ago, the drawing offices of the private shipyards of this country engaged in the construction of cargo steamers—which may be called the "staple industry" of British shipbuilding—were conducted in a manner absolutely different from that which now prevails. It was within the truth to say that, at the present time, scientific skill and ingenuity were being displayed in the design of the much deeper tramp steamer or pure cargo-carrying vessel, no less than in the designs of the swiftest and largest passenger steamers and of the most powerful warships. Signs of increasing recognition of the value of these evening classes were to be found in the large number of scholarships, exhibition studentships which have been founded in recent years by the generosity of public bodies or private individuals. Young men whose first training was received in these classes were now actively engaged throughout the shipyards of the country, doing good service, and assisting to maintain our supremacy in shipbuilding. In order to maintain that universally desired result, the best brains of the country must be utilised, and all classes of the community must be drawn upon. The contemporaneous provision of elementary and advanced instruction, and of means by which students of naval architecture can pass from the lowest rung of the ladder to the topmost, were outstanding features of the last 30 years, and matters for congratulation.

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